and (b) As per the Hydro-electric potential re-assessment studies completed by the CEA (December, 1988), the total hydro-electric potential of the country is estimated as 84044 MW (at 60 per cent load factor). Out of this potential 11875.72 (at 60 per cent load factor) is developed and 5942.08 MW (at 60 per cent load factor) is under various stages of development. In addition, schemes totalling 2686.35 MW have been cleared by Central Electricity Authority.

The main reasons for slow development of HE potential are inadequacy of funds, difficult access to sites and problems relating to rehabilitation and other environmental aspects.

(c) and (d) Participation by Private Sector in generation of power (including hydroelectric power) has been approved by Government and necessary legislation to give effect to this decision is being introduced.

Aircraft of AIR India and Indian Airlines

61. SHRI KRISHAN LAL SHARMA:
SHRI SURESH KALMADI:
SHRI SANTOSH BAGRODIA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that a large number of aircraft of Indian Airlines and Air India are over-aged at present;

(b) if so, what is the total number of aircraft owned by Indian Airlines and Air India at present and how many of these are over-aged and since when;

(c) whether Government propose to replace these aircraft and if so, the financial liability involved;

(d) whether any time limit and mode of replacement has been decided upon; if so, the details thereof; and

(e) whether Government also propose to enquire into the use of over-aged aircrafts; if so, by when?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) to (e) Indian Airlines has 11 Airbus A-300, 24 Boeing 737 and 18 Airbus A-320 aircraft in its fleet while Air India has 11 Boeing 747, 8 Airbus A-310 and 3 Airbus A-300-B4 aircraft in its fleet. Four Boeing 737 aircraft of Indian Airlines have crossed 20 years age and have been phased out from May this year following the induction of A-320 aircraft. In the case of Air India, one Boeing 747 has crossed 20 years in May this year and another will cross 20 years in March next year. The fleet renewal programme of Air India will take care of these aircraft in the near future.

Consumption of Petroleum Products

62. SHRI S. K. T. RAMACHANDRAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) what has been the total consumption of petrol, diesel and other petrolem products in India so far during the year 1991;

(b) how much of the requirements were met with from indigenous production how much from imports;

(c) what is the total value of import of petroleum products during this period; and

(d) what effective steps are under consideration of Government to minimise the import of petroleum products?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) to (c) During the period January—June, 1991 the total consumption of such products is estimated to be about 27.6 million tonnes. 5.2 million tonnes of petroleum products valued at Rs. 2774 crores were imported during this period.

(d) Amongst the steps being taken by the Government to minimise imports of petroleum products are:

(i) Intensification of activities relating to exploration and production of crude oil and natural gas;

(ii) Setting up of grass root refineries and expansion of existing refineries; and

(iii) Attaching high priority to energy conservation measures in all sectors of the economy.

Re-induction of A-320 aircraft by Indian Airlines

63. SHRI S. K. T. RAMACHANDRAN:
SHRI P. UPENDRA:
SHRI ARANGIL SREEDHARAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the number of airbus A-320 aircraft in the fleet of Indian Airlines at present;

(b) what is the number out of these which have been re-inducted for operation upto June 1991 since these were de-inducted last year;

(c) what are the reasons for delay in re-inducting the remaining aircraft;

(d) what is the total loss being incurred by Government in withholding these airbuses from operation; and

(e) what are the findings of Ramdas Commission in regard to the snags in these airbuses and also the causes for their frequent accidents?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) There are 18 Airbus A-320 aircraft in the fleet of Indian Airlines.

(b) to (d) At present, except for the two A-320 aircraft which are undergoing 'C' checks, all the other 16 aircraft in the fleet of Indian Airlines are available for operations. These aircraft are being rotated and because of shortage of pilots, any 12 of them are flying on scheduled services every day.

(e) The Ramdas Committee noted that Indian Airlines was experiencing certain repetitive snags in the operation of the A-320 aircraft, such as:—

(a) Smoke in Cabin

(b) Pressurisation failure

(c) Hydraulic failures

(d) APU failures

(e) Nose Stee ring failures

(f) Radome failures

As some of these snags were also being experienced by other Airlines operating the A-320 aircraft, the Committee recommended that they should be taken up with the Airbus Industries. The Committee also has recommended certain steps for analysis of the snags and their rectification. The Indian Airlines has taken adequate steps to implement the recommendations of the Committee.

Development of Tourist Centres in Tamil Nadu

64. SHRI S. K. T. RAMACHANDRAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) which are the tourist centres amongst Mahabalipuram, Uthagamandalam, Kodai Kanal, Countallam, Kaniya Kumari, Madurai and Yercaud in Tamil Nadu have been taken up for development by the Central Government; and

(b) whether Government have any proposal to bring the remaining tourist centres also within the fold of development?